Daily Diary Report by Bid Item

Contract No.: 04-0120F4
Diary #: 1222 **Const Calendar Day:** 795 **Date:** 08-Aug-2014 **Friday**
Inspector Name: Brignano, Bob **Title:** Transportation Engineer
Inspection Type:
Shift Hours: **Break:** **Over Time:**
Federal ID:
Location:
Reviewer: Schmitt, Alex **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** **12 PM** **4PM**
Precipitation **Condition** overcast am, clear pm

Working Day ☑ If no, explain:

Diary: Dispute ☐

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:

ABF Engineer Kelvin Chen is working part time in the field and office on CCO 314.

There is work in the field on TR's 18 & 19. Crews at the Pier 7 warehouse are working an 8-hour shift 0600 through 1430. Working on CCO 314 operations are Ironworker Jared Garrett (0600~1230 ~ 6 hrs), Ironworker John Rocha (~1 hr sometime in the morning), and Laborer Carlos (Pedro) Garcia (0600~1100 ~ 5 hrs). The non-CCO 314 operations elsewhere at the Pier 7 warehouse area at other times in the day are not covered by this diary.

Ironworker Jared Garrett works for most of the day at the area to the south of the test rigs where CCO 314 material is being stored. This work is a continuation of yesterday's work and includes moving and consolidating the traffic plates, end plates, jacking beams, etc previously used at TR's 1-4 (and again at TR's 14-17) and TR's 5-9 to another area south of the test rigs. One purpose of this work is getting the material out of the way of upcoming item work next week to ship out the Favco crane parts – the CCO 314 material is stored in a way that blocks access to the Favco crane parts. Another purpose of this work is to safely stack this material, some of which is on broken pallets, uneven dunnage, or stacked too high. After he moves materials, cleanup of debris is necessary at the locations where the material was once located, with the debris mostly being broken sandbags. The laborer spends most of the morning cleaning this debris – shovel and sweep.

The laborer also works briefly at the test rigs early in the morning before VGO begins work here. Where the AE sensors were removed from the couplers and ends of the test rods in the last 2 days, some prep work is now necessary to remove the old epoxy and get the surface ready to reinstall the AE sensors. The laborer uses a wire wheel brush to remove the old epoxy and generally clean these surfaces. This is prep work for the future installation of the AE sensors, some of which may be installed at the end of today.

VGO continues work today on site at TR's 18 & 19, with today being a continuation of work to reinstall strain gauges. From VGO, Dave Van Dyke and Pamela Wallace arrive on site at 0800. They take a lunch break between 1200 and 1230. They leave the site at 1630. Dave and Pamela are scheduled to work tomorrow (Saturday) to continue to reinstall strain gauges (the wiring part of the process), so that all the installation will be complete so that the data can be monitored for a few days over the remaining weekend to look for data drift.

VGO starts work today by continuing to install strain gauges at TR 18. Yesterday, 2 of 8 strain gauges were installed at this location, and by early this afternoon the remaining 6 strain gauges are installed at this

location. These strain gauges at TR 18 are installed by Pamela while Dave works on the wiring connections at TR 19 – connect strain gauges to the wire runs to the eDAQ. This work at TR 19 includes some QC checks.

By the end of the shift, VGO is complete with all planned turning of the rods for strain gauge installation and QC checks. There is the possibility that if the later QC checks reveal any problems, the rods will need to be turned again. In order to provide time for epoxy cure of the AE sensors on the couplers prior to the scheduled Monday erection of the end plates at TR's 18 & 19, the AE sensors are installed by CT-METS after VGO is complete with their work today. If the VGO QC checks reveal any problems at a later date, the CT-METS AE sensors will need to be removed and then reinstalled. Elijah Turner from CT-METS is at the test rig site between ~1630 and ~1700 to epoxy the AE sensors on the couplers at TR's 18 & 19. The AE sensors are epoxied, rubber bands are used to hold the AE sensors in place while the epoxy cures, and the wires are connected to the AE sensors.

A 7kW generator – Whisperwatt 7000 – ABF ID 002343 is used briefly and then is on idle/standby at the test rig work area the remainder of the day. A 40kW generator – MQ Power 40 – ABF ID 002051 is on idle/standby at the test rig work area. A Hydraulic Pump for running the jacks is on idle/standby at the test rig work area. Various forklifts are used at the test rigs at different times – Hyster 80 forklift (ABF ID 002306), Hoist P360 forklift (ABF ID 002131), and extendable forklift (Gradall 544D - ABF ID 002005). A Kubota Cart is used by the laborer.

Note that there is k-rail at this work area. All the remaining k-rail at the CCO 314 test rig site is State owned. There are 20 pieces of 10' bought k-rail. Of the 20 pieces, 16 are installed in test rigs and 4 are spare/extra k-rail that are set aside.

To elevate k-rail and sandbags, crane mats (built from 12x12's) and timber blocking (12x12's) are used. The crane mat and 12x12's quantities are as follows:
1 each 4'x20' crane mat (1 x 80 LF)
1 each 5'x19' crane mat (1 x 95 LF)
2 each 5'x20' crane mats (2 x 100 LF)
2 each 5'x16' crane mat (2 x 80 LF)
~64 LF additional 12x12's
Total 12x12's quantity = 599 LF ~ 600 LF

The agreed extra work with ABF is as follows:
Laborer Carlos (Pedro) Garcia - 5 hrs
Ironworker Jared Garrett - 6 hrs
Ironworker John Rocha - 1 hr
Kubota Cart - 5 hrs
Hoist P360 Forklift - 1 hr
Hyster 80 Forklift - 1 hr
Extendable Forklift - 2 hr
12x12 timber - 600 LF
See the attached Extra Work Order - Signed with ABF for CCO 314 work